

INFORMATION REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. 24 June 1954

SUBJECT Vietmannsdorf Airfield

NO. OF PAGES 9

PLACE
ACQUIRED

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NO. OF ENCLS.
(LISTED BELOW)

DATE OF
INFO.

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SUPPLEMENT TO
REPORT NO.

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1. Source determined [REDACTED] that a total of 907 workers of the Bauunion Brandenburg were employed at Vietmannsdorf airfield on 15 March.
2. On 22 March, no concreting work was under way at the leveled area north of the spur track in Jagen (forest district) 157. The humus piled up along the road between Jagen 157 and 158 had been hauled away. Three gray fuel containers, each about 8 meters long and 2.5 meters in diameter, were observed south of the spur track in Jagen 157. Three construction sheds were observed in the woods north of the large open area. 1
3. On 21 and 22 March, no changes were observed on the lane leading through Jagen 217, 216 and 241, while the stumps had been uprooted in the lane extending through Jagen 242 and 243. 2
4. Source determined that the dirt road north of the quartering buildings between the Vietmannsdorf-Gross Doelln road and the turn west of triangulation point. 62.7 was concreted and had the width of a normal road. The HO-storage shed which burned down in 1953, was under reconstruction in March. Allegedly the re-erection of this building became necessary because the kitchen building located in the area of the brick quartering buildings which had previously been used as Ho-store was to be vacated for the Soviets. 3
5. In late March, construction work at Vietmannsdorf was being done only on one shift. On 22 March, two Soviet soldiers each, who wore black-bordered red epaulets and carried submachine guns, were posted at the road blocks north and south of the construction site. No Soviet soldiers were observed patrolling the area. Two factory police wearing red arm bands were posted in Jagen 162.

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6. In mid-March, source still observed four large holes in the runway which were made on occasion of solidity tests. On 24 March, a female employee of the Soviet construction staff examined each slab of the runway, making notes on all damages. The woman stated that all damaged spots had to be repaired.
7. On 27 March, the concrete revetment wall for one container in Fuel Dump I was completed. The concrete wall was painted green. Work was being done on concrete revetments for the other containers. Earth work was completed for the road under construction around the fuel tank installation. 4
8. Herr Mamani (fnu), who previously had been employed at Hohenneuendorf, was the new German construction supervisor at Vietmannsdorf airfield. On 22 March, three Soviet officers arrived at the field in sedan [REDACTED] 25X1B
The officers stayed for three days. 5
9. The pumping station of the water supply installation was located west of the headquarters building. The building was about 8 meters high and had an annex which was about 4 meters high. Two containers with a capacity of 10,000 liters each, 5 containers with a capacity of 7,000 liters each and the base for a reserve container were located in the main room of the installation. The main room also comprised a small switch room with various indicators. The annex which projected 4 meters above ground extended 4 meters underground and contained three sucking and forcing pumps. The pumping engine had a rated power of 5.5 kW and 8,915 HP. A compressor was installed by the side of the pumps. The annex had two rooms, one of them provided for the furnace of the central heating system, while washed gravel was stored in the other. In the switching room source saw a name plate enlettered as follows:

AW 6428 Baujahr 1953
Type CA 1 cm (?) Leistung norm. 160
Chlorator. Berlin. " max 1000

On the transformer house near the quartering buildings source saw a name plate enlettered as follows:

AEG / TRO

N Leistung	KVA 500	Trafo	JDU
Schaltung	DY5	Nr.:	257067
Gattung	IT	I V	10 400
Kuehlart	OS	W Spg. II V	10 000 400
Betr. Art	/	III V	9 600
N Frequ.	50	N Str. A	29 722
AEG 1949		Netz gg V /	
		N Kurzschl. Spg. %	3,3

10. Source determined that the measurements of the three ammunition storage sheds at the airfield were reported incorrectly. Each of the storage sheds actually is about 19x25 meters. Four railroad rails were seen running through each gate of the two northern ammunition sheds. The space in between the rails located between the hangars and the airfield spur track was filled with concrete in mid-March. Work was being done on the road leading to the airfield. [REDACTED] 6

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11. Between 22 March and 3 April 1954, concrete revetment walls were completed for two fuel containers at Fuel Dump I. The concrete walls were under construction for the third container on 3 April. The concrete wall of the new water container was completed. Work on the building adjacent to this container was not continued. 4
12. In March 1954, a strip 555 meters long and 225 meters wide was being levelled south of the taxiway. A concrete apron was, allegedly, to be built there. 7
In late March, further clearing work was being done in the wooded area between the southwestern corner of the taxiway and Kurtschlag. The stumps of the trees were extracted. An area 400 meters long had already been levelled. Preparations for concreting work to be done there indicated that a concrete surface 40 cm thick was to be built. 8
About 20 meters north of the middle of the taxiway a water basin 5 x 6 meters and 4 meters deep was under construction. Source learned from a foreman, who was in charge of construction work at Fuel Dump I, that the second fuel dump was to be built underground. 9
13. In early April 1954, source learned that work on two new construction projects had been started. Tree stumps were being extracted on the 2,800 x 80 meters lane which extended from the southwestern corner of the taxiway to the southwest. The humus layer was being removed. A taxiway, 21 meters wide, was to be built in this area. The taxiway was to be provided with a concrete surface 40 cm thick. Concreting work was to be done by workers who had previously done construction work on an autobahn. Concrete lanes leading to hardstands were to extend from the taxiway. The hardstands were octagonal in shape, with a diameter of 68 meters. These octagons were scheduled to be surrounded by a concrete strip 21 meters wide and 40 cm thick. 8
In mid-February, an area measuring 640 x 200 meters was surfaced south of the eastern portion of the taxiway. In early April, the Soviets had ordered that a concrete strip 550 meters long and 21 meters wide and provided with a concrete surface 40 cm thick was to be built parallel to the southern taxiway. This strip and the taxiway were to be interconnected by several lanes 21 meters wide. Concreting work was scheduled to be started about Easter. The new construction project required a total of 70,000 cubic meters of concrete. Source made a sketch of the new concrete strip to be constructed and of the lanes connecting this strip and taxiway. 7
14. The technical installation of Fuel Dump I was built by the VAKA firm in Halle, which had previously worked for the German Air Force. Chief engineer Pfitzner (fnu) was employed by this firm. Source learned from Pfitzner that Fuel Dump I was not yet completed. While Fuel Dump I had been designed by the Soviets, the designs for Fuel Dumps II and III were made by the VAKA firm. Fuel Dumps II and III were to be built underground according to former German procedure.

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15. According to a new order of the Soviets, work on construction stage II at the bomb and ammunition dump was not to be carried out. Instead, a spur track about 1.5 km long was to be built from kilometer marker 2.1 of the railroad connection between Vogelsang and the airfield to a second ammunition dump located to the south. The latter spur track crossed the Vogelsang-Kurtschlag road. The contract for the construction of the new spur track was placed with the Arbeitsgemeinschaft-Thuringen firm in Gera. 10

16. The Soviets forbade the German construction headquarters at the airfield to erect construction sheds on a strip on the south of the western end of the runway. It is believed by employees of the German construction headquarters that the Soviets intended to build concrete strips in this area.

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1. Comment. Construction work in forest district 157 was first reported in [REDACTED]. It is believed that this construction work is connected with the erection of Fuel Dump II. Details are not available.

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2. Comment. Pertinent information was transmitted previously. See [REDACTED]. AAA emplacements may be established in these lanes at a later date.

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3. Comment. The road mentioned extends from trigonometrical point 60.7 to point 62.7 north of forest districts 127 and 124. See also GSGS 4414, sheet 2946/47. For location of the HO storage shed, see Annex 6.

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4. Comment. Fuel Dump I is located in the northern portion of forest district 162.

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5. Comment. [REDACTED] is reported for the first time.

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6. Comment. For sketch of the ammunition dump, see Annex 1.

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7. Comment. For sketch of the new concrete strip, see Annex 2. For previous sketch of this strip made by the same source, see [REDACTED] Annex 2. Information available indicates that 5 or 6 hardstands are scheduled to be built there. It appears probable that similar hardstands will be constructed south of the western end of the taxiway. The distance of 68 meters between the individual hardstands and that the concrete surfaces are to be 40 cm thick, is particularly noteworthy.

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8. Comment. Information on the measurements of this lane was included in previous reports. See [REDACTED]. The measurements mentioned in the present report are believed to be correct. These data provide additional information on the location of the hardstands scheduled to be built at the field. It is not yet known whether previous plans, according to which hardstands were to be built to the northwest or southeast of the runway, will be executed. The measurements of the hardstands indicate that a heavier-type aircraft than are now available to the Soviets in East Germany might be expected at the field. The purpose of the concrete strip

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21 meters wide surrounding the hardstands is unclear. Information on the construction of aircraft revetments had not yet been received. For sketch of the course of the lane, the assumed location of the hardstands, and a detailed sketch of the hardstands to be built, see Annex 3.

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9. Comment. Fuel Dump II is scheduled to be built in the northern portion of forest district 157. Details are not yet available. Previous reports indicated that an additional fuel dump was intended to be constructed. The approximate location of Fuel Dump III is reported for the first time. For location sketch of this fuel dump, see Annex 4.

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10. Comment. This indicates that the enlargement of the existing ammunition dump is improbable. The plan to build a second ammunition dump is reported for the first time and requires further confirmation.

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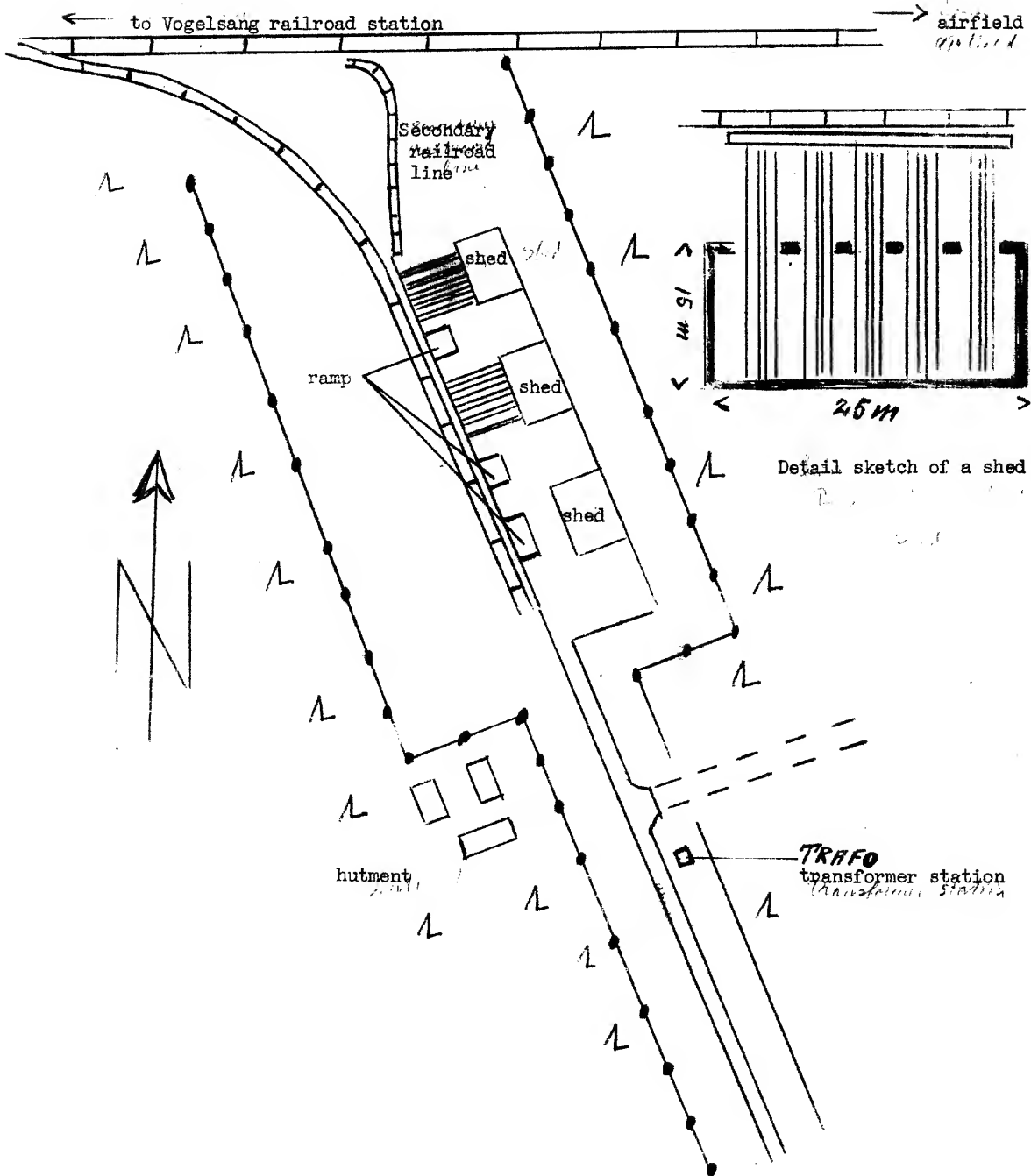
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Annex 1 to

Vietmannsdorf Airfield

Ammunition dump



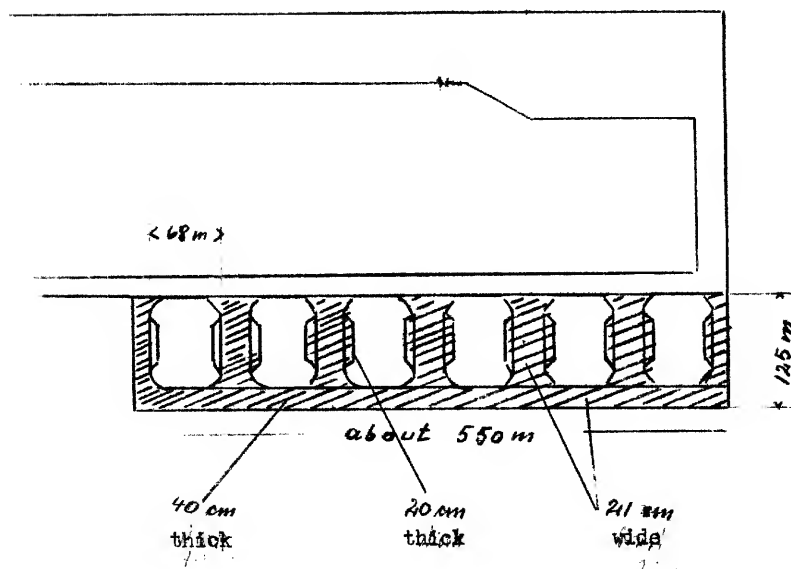
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Annex 2 to

Hardstands at Vietmannsdorf Airfield



 - Area marked so to be concreted

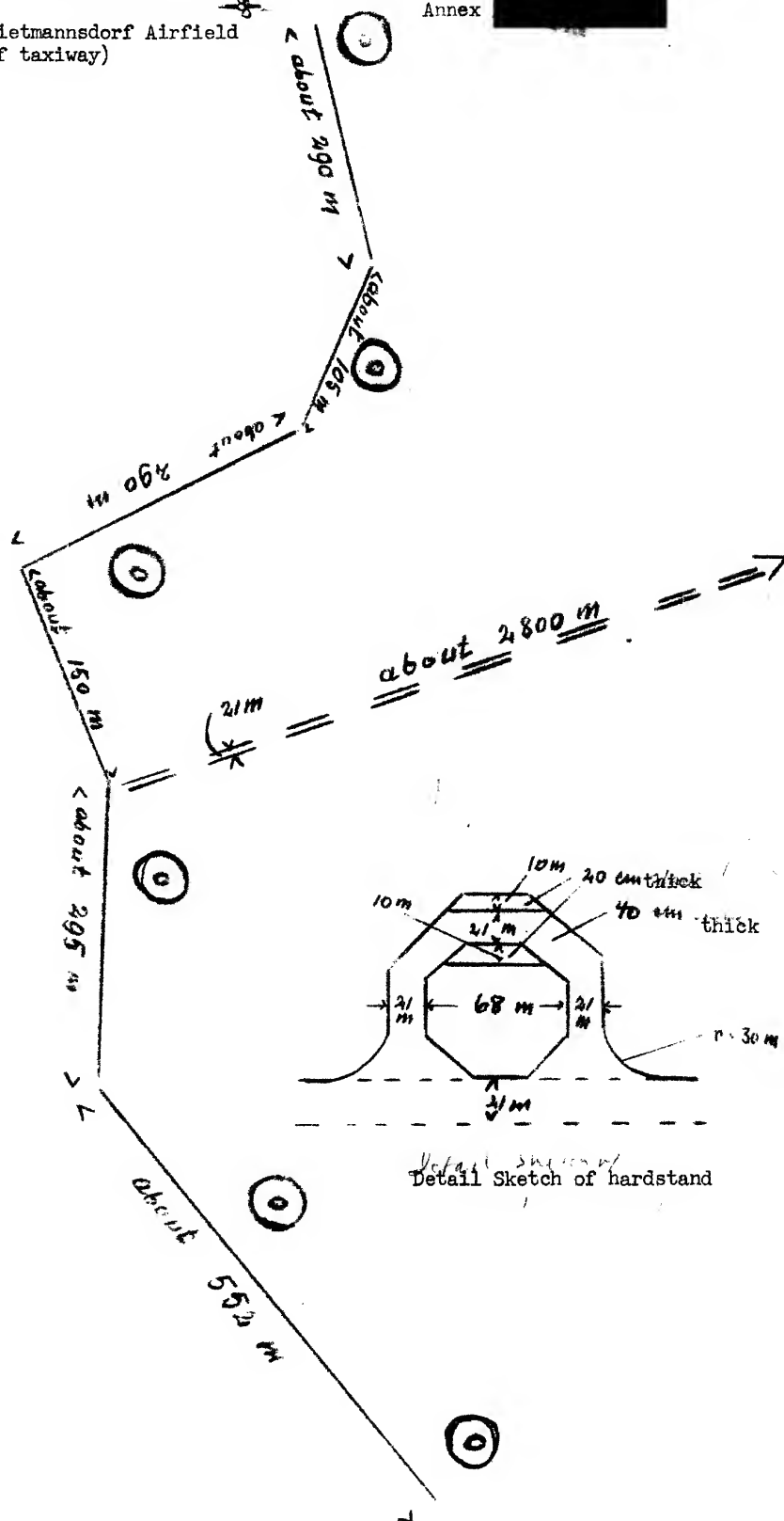
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Annex

New hardstands at Vietmannsdorf Airfield
(Southwest of taxiway)



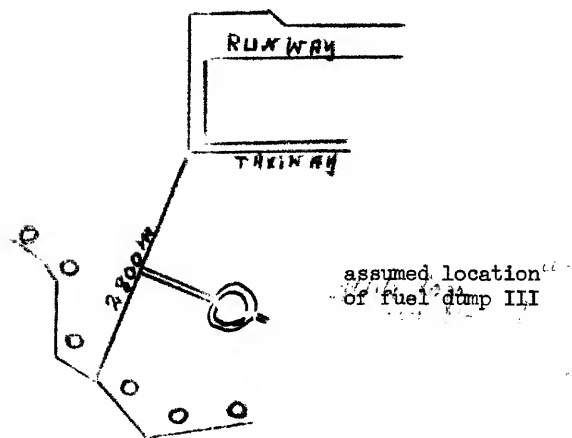
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Annex 4 to



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